

Proposed Changes to Concept 3

Transit Planning Board
Planning and Funding Committee
July 24, 2008

Overview

- Norcross HRT Extension
- High Capacity Regional Rail Network
- Inner-Core Network
- U.S. 78 East
- Madison
- Henry County
- Southwest Transitway
- Overall

Norcross HRT Extension



- One station extension to Norcross
- Technical
 - Existing Bridge across I-285
 - Ability for Northeastern MMPT at Norcross
- Public Comments
 - MARTA, South Gwinnett Open House

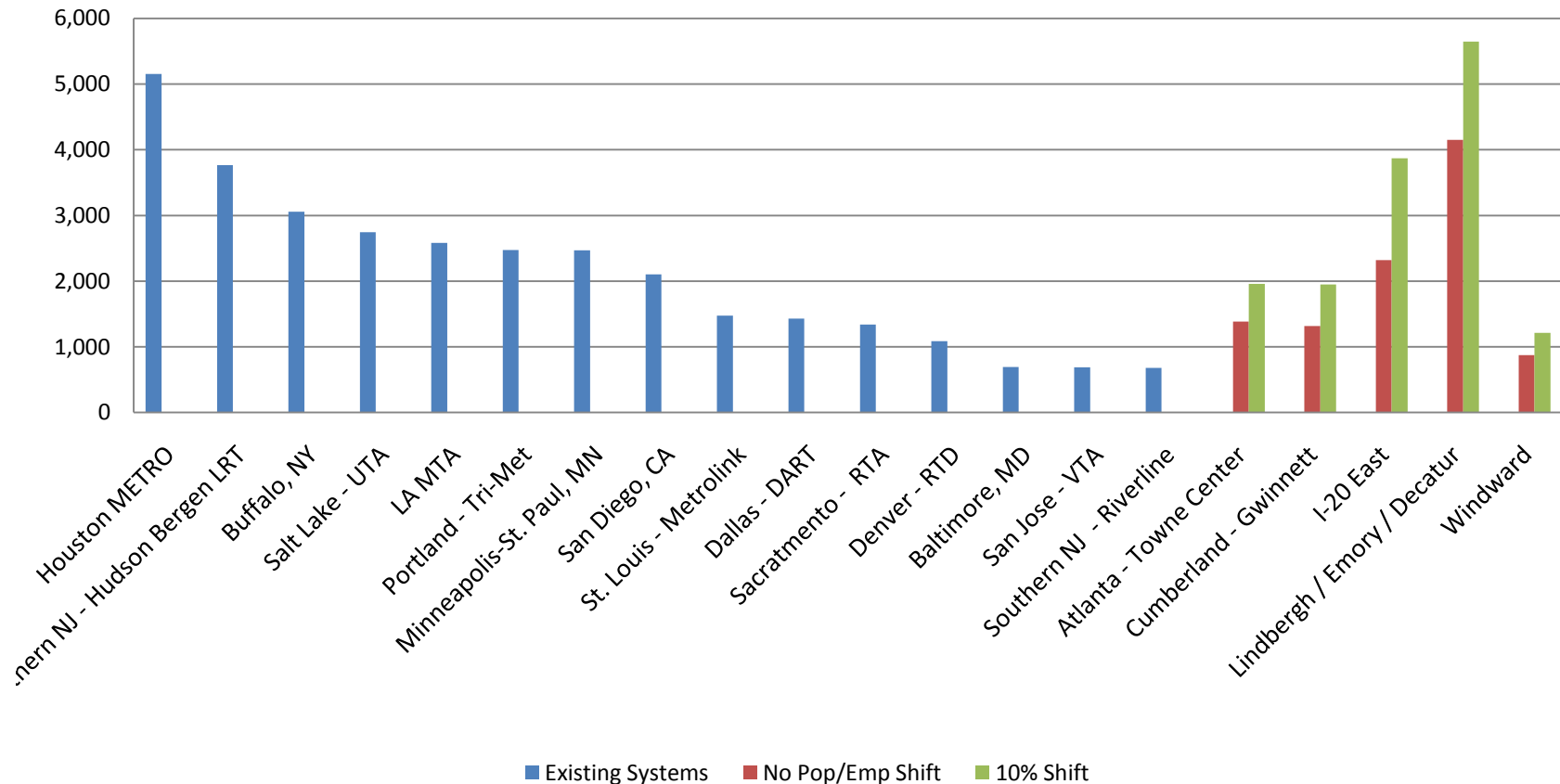
Regional High Capacity Rail System (1)



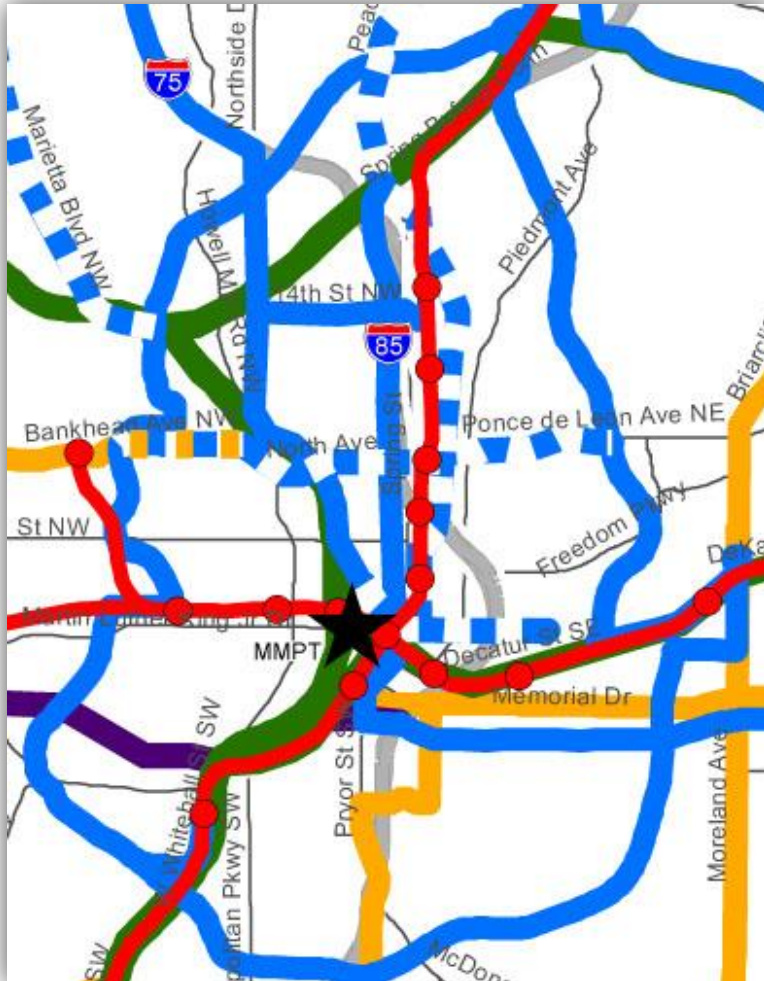
- Components
 - Concept 3 LRT
 - Perimeter / Windward (Change from HRT)
 - Town Center / Canton
 - I-20 East to Lithonia (Change from Busway)
 - Gwinnett Place Mall to Gwinnett Arena
- Public Comments
 - MARTA, 41 Online, GDOT, NAACP, Cobb Open House, South Gwinnett Open House

Regional High Capacity Rail System (2)

Boardings / Mile of LRT Systems and Potential Atlanta Regional Rail Segments



Inner Core Network



- Inner Core determined by Frequency (10-15 minutes) – either bus or streetcar
- Public Comment
 - MARTA, City of Atlanta, 16 comments online, meeting with Atlanta Planning Advisory Board

U.S. 78 East



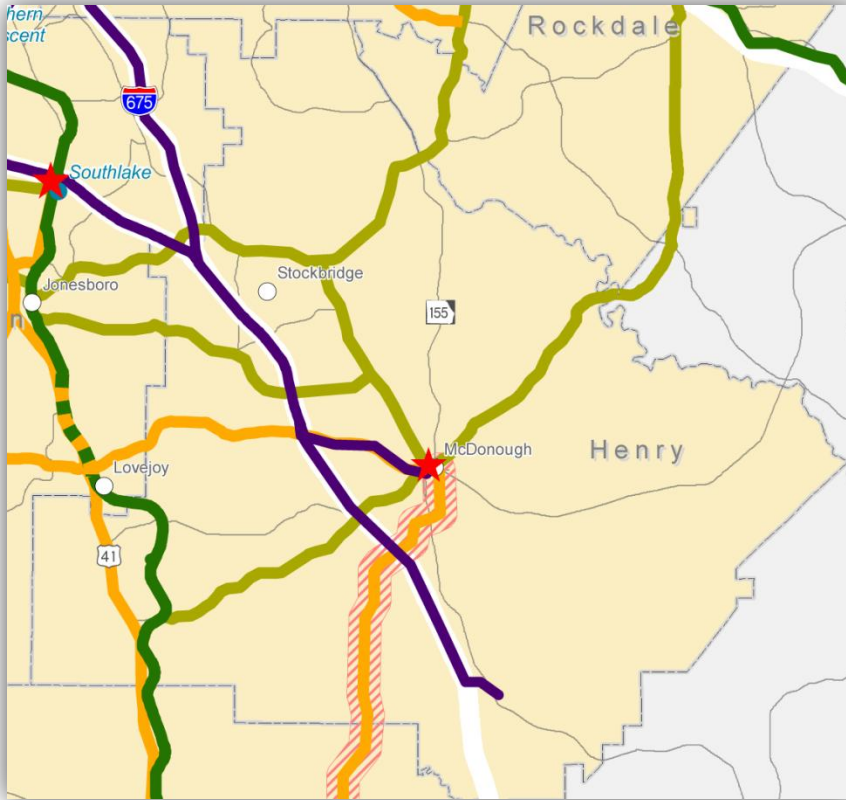
- Extend Memorial Drive BRT to Snellville via U.S. 78 East
- Public Comment
 - 7 Online, Geranium Festival
- Additional
 - Strong demand on current route 418
 - Better connections from southern Gwinnett

Madison Commuter Rail



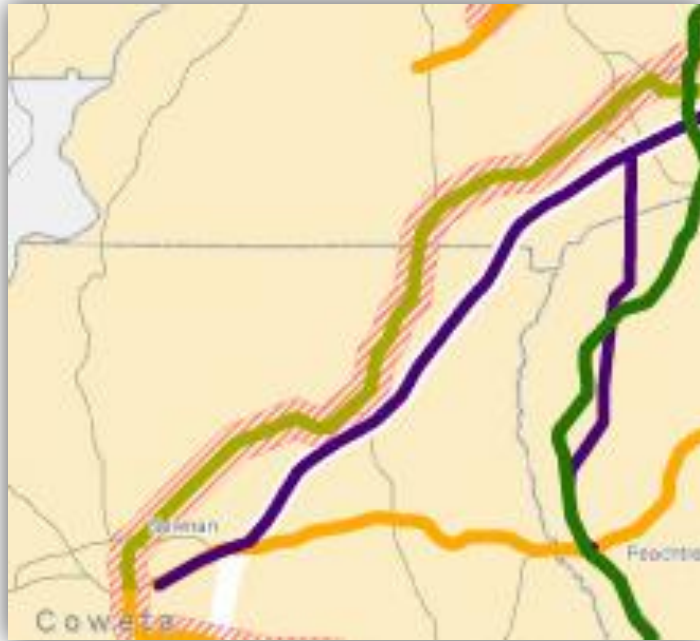
- Commuter Rail to/from Madison in I-20 East Corridor
- Pubic Comment
 - City of Conyers, City of Stone Mountain, Conyers /Rockdale Economic Development, 7 online, GDOT
- Additional
 - Strong express bus ridership in I-20 East corridor
 - Conversion of I-20 E to Regional Rail

Modifications to Henry County



- Adjusted Regional Suburban Bus routes and extended Freeway BRT to Locust Grove
- Public Comment
 - 8 online comments, 9 from Geranium Festival

Southeast Transitway



- Examine higher capacity along I-85 Southeast corridor down to Newnan
- Public Comment
 - Fayetteville Open House, 6 online comments, Coweta County

Other Changes

- Canton to Waleska Regional Suburban Bus
 - Access to Reinhardt College
- Change of South Fulton Parkway Suburban Bus to Arterial BRT
 - MARTA Comments, South Fulton Neighborhood Meeting
- West Cobb Suburban Bus in S.R. 6 / S.R. 92 corridor from Douglas County to Acworth P&R
 - Douglasville Public Meeting
- Transit Center at McDonough

Impact on Estimated Capital Cost

	Original Concept 3	Proposed Concept 3	Change	Comments
Heavy Rail	\$3,600.0	\$1,490.0	-\$2,110.0	Changed GA 400 to High Cap. Reg. Rail
High Cap. Reg. Rail	\$4,215.0	\$7,860.0	\$3,645.0	Added GA 400, Canton, and I-20 East
Inner Core Streetcar	\$1,410.0	\$1,637.5	\$227.5	Added E-W segment in core
Commuter Rail	\$2,854.0	\$4,200.5	\$1,346.5	Added Madison Line and updated Gainesville Line est. to reflect all day service
Freeway BRT	\$2,580.0	\$1,510.0	-\$1,070.0	Changed I-20 East to High Cap. Reg. Rail
Arterial Rapid Bus	\$790.0	\$975.8	\$185.8	Added South Fulton, Pryor/Capitol and Moreland Avenue
Support Facilities	\$500.0	\$1,450.0	\$950.0	Improved est. of needed garages based upon service levels and other station facilities
Total	\$15,949	\$19,123.8	\$3,174.8	Largest Increases are result of better accounting for needed maintenance facilities, refinement of commuter rail estimates for all day service and addition of Canton corridor as a rail line and not transitway

^[1] Commuter rail estimates are conceptual and final costs for commuter rail improvements are highly dependent upon the needed investments to support the continued operation of freight rail movements.

^[2] Capital Costs are Order of Magnitude ONLY and represent an estimate. Changes in soft costs such as engineering and design, construction costs, and ROW costs can change these estimates significantly

Impact on Estimated Operating Cost

Item	Mode	November Concept 3	Proposed Concept 3	Change
Service Hours	Add'l. Bus Hrs.	4,198,000	3,475,000	-723,000
	Add'l. Streetcar Train-Hrs.	242,000	294,200	52,200
	Add'l. LRT Train-Hours	220,000	560,000	340,000
	Add'l. MARTA Rail Train-Hrs.	82,000	63,600	-18,400
	Add'l. Commuter Rail Train-Hrs.	15,000	16,200	1,200
	Add'l. Regional Rail Train-Hrs.	50,000	67,100	17,100
O&M Costs	Add'l. Bus Costs	\$377,820,000	\$312,750,000	-\$65,070,000
	Add'l. Streetcar Costs	\$35,000,000	\$41,505,000	\$6,505,000
	Add'l. LRT Costs	\$82,500,000	\$210,000,000	\$127,500,000
	Add'l. MARTA Rail Costs	\$61,500,000	\$47,700,000	-\$13,800,000
	Add'l. Commuter Rail Costs	\$46,500,000	\$50,220,000	\$3,720,000
	Add'l. Regional Rail Costs	\$50,000,000	\$67,100,000	\$17,100,000
	Total Add'l. Cost	\$653,320,000	\$729,275,000	\$75,955,000

Overview

- Added Four Major lines
 - Canton (changed from Transitway)
 - Madison
 - Snellville
 - SE Transitway
- Changed following
 - Norcross / Doraville (LRT -> HRT)
 - GA 400 (HRT -> Reg. Rail)
 - I-20 East (Busway -> Reg. Rail)
 - South Fulton Parkway (Reg. Suburban Bus -> Arterial BRT)

Next Steps

- Finish modeling of changes to see impact on ridership and benefits
- Work with Board regarding proposed changes
- Technical Committee Meeting in Early August
- Continue work to refine capital costs needed to bring existing system to a State of Good Repair